

***SUBMISSION ON CIVIC HOSPITAL DEVELOPMENT PLAN
BY
BOTANICA RESIDENTS COMMITTEE, NEW CIVIC HOSPITAL
WARD 15, KITCHISSIPPI, OTTAWA
THURSDAY, AUGUST 12, 2021***



Caption

Introduction

The condominium community of Botanica (113 mid-rise units and townhomes) sits on the north-east corner of Old Irving Place and Carling Ave, directly across from the historic observatory at the Experimental Farm. Botanica's townhomes sit on the southeast corner of the development on Bayswater Avenue between Sherwood Drive and Carling Avenue.

In the City's Design Brief and Planning Rationale for the new Civic Hospital, page 7, Photo 3 depicts the Botanica mid-rise units as part of the "Civic Hospital Residential Neighbourhood West of Sherwood Avenue looking north".

Together with the Civic Hospital Neighbourhood Association (CHNA), a significant number of Botanica residents and various other community groups are troubled by the disappearance of precious urban green space and century old trees from the centre of the nation's Capital city on historic property. We are also seeking to retain the residential nature and character of our communities and the "positive liveability" aspects of our city. It has become even more critical for municipal leaders to protect this in the face of global warming and growing environmental concerns.

As the only contiguous residential property linked to the hospital on Maple Drive, it is imperative that we identify those principal areas of concern as they relate to the hospital's development and our homes. It is our belief that meaningful consultation will assist elected officials to address citizen interests as well as those of other invested parties. This is particularly important for a development of such magnitude and significance for generations to come.

Regrettably, we did not address the site chosen for a new hospital in 2018 when a decision was made by the federal government to transfer over 50 acres of federal land to the municipality at the perimeter of the Dow's Lake UNESCO site and on the historic Experimental Farm (the Farm). As others have aptly stated, it is akin to removing nationally treasured green-space and tree canopy from Stanley Park in Vancouver or Central Park in New York at a time when more is needed to offset global-warming.

Many citizens believed and still believe that of the potential sites identified, the most viable and compelling was at Tunney's Pasture. It was, similarly, on a transit line with opportunities to link east and west and south of the city and it remained, for a considerable time, the preferred choice. The scope and magnitude of the development was not yet fully developed and the irreparable loss of green space and historic property not fully understood when the decision was made to select the Dow's Lake/Experimental Farm site. This, however, is not the focal point of this submission. It has been registered with representatives at all three levels of government involved in that decision-making for a better understanding of the considerations and rationale in choosing one site over the other.

The Botanica community, as a long-standing neighbour to the Civic Campus, understands the need for a new hospital and, like all citizens, supports the building of a world-class centre for eastern Ontario, Western Quebec and Nunavut. Many of us have been well served by the Civic, its prized Heart Institute and high-caliber professionals who tend to our health on an ongoing basis. Their commitment to their professions and the citizens of this city was exemplary as we

faced the greatest health challenge since 1918. Thus, we begin our submission with recognition and appreciation for them. Health care and a healthy environment are “motherhood” issues. No one questions their value and both deserve our support.

Therefore, in line with the identified phases for new hospital development, the following sets out those areas of greatest concern to Botanica residents, absent mitigation measures. We are confident, however, that there remains sufficient flexibility in the review of the plan and accompanying documents to address community concerns favourably.

PARKING

ISSUE:

Parking Garage and Queen Julianna Park

IMPACT:

A 4-5 level, or more, above-ground parking garage replacing Queen Juliana Park is untenable and will irreparably alter green space and tree canopy in an area of Dow's Lake that has been recognized as a prized UNESCO site. Green space on top of a multi-level garage is an unsatisfactory alternative for a park.

MITIGATION MEASURES:

We agree with and support the numerous neighbourhood associations and citizens of Ottawa and beyond who have called for a below-ground parking facility as originally promised with funding to be provided by the federal government and/or federal-provincial governments as needed. As this merits repeating, we add our voices to those above.

ISSUE:

Parking Controls for Neighbouring Side Streets

The projected capacity of 2,500 parking spots with additional surface parking on the grounds of the hospital, totalling 3,099, simply mirrors current levels of parking for the existing campus. This appears grossly insufficient when one considers the doubling in size of the new hospital and staff (6,600 in 2028), current vehicle use rates by staff and users, and the time and measures needed to transform transportation modes in the city.

IMPACT:

Parking shortages will inevitably result in major parking spillover onto surrounding side-streets. The residential character and peace of neighbourhoods is significantly altered as parking density increases, even when expected to meet City by-law requirements. All surrounding neighbourhoods share these concerns. For Botanica residents, Old Irving Place, as a small local street, has limited parking and our on-site surface parking has already experienced unauthorized parking in reserved resident and visitor parking. This will only be compounded. Residents on Bayswater Avenue and surrounding streets face similar challenges.

MITIGATION:

Parking projections must be adjusted to reflect more realistic demands. We note as well the CHNA's observation that projections failed to include traffic and parking for the existing campus. How and where additional parking demands will be addressed remain to be identified. Adding a second parking garage or encroaching on additional green space is not a viable option. We agree with Councillor Shawn Menard's position that much could be achieved by the vast majority of parking, including surface parking being built underground. This would help to mitigate the expanse of the environmental footprint and allow for greater protection of grass, trees and shrubs. Transportation that reaches the main entrance of the hospital would also go a long way in encouraging greater use of public transportation and some reduction in parking demands.

TRAFFIC

We share the broader community concerns regarding the overall intensification of traffic and its impacts on all main arteries, scenic routes, and residential side streets leading to the hospital, many of which are already over burdened. Profound traffic pressures and traffic backups already exist at the Bronson/Carling and Preston/Carling intersections. While Prince of Wales is planned for improvements, it links with the smaller Queen Elizabeth Parkway and the Driveway which are also already heavily burdened. The increased demands will create further chaos for these roads. While east-west traffic will be guided by signage to certain exit and on-ramps, we know that human nature is to find the shortest routes between A and B and much cut-through traffic is anticipated. We expect more updated traffic reports and plans for mitigating these impacts

ISSUE: Environmental Impact - Noise and Pollution

IMPACT:

Phase 1 of the New Civic Hospital will add an additional 3,100 parking spaces as well as the addition of the "Other Area Developments" within our community. This will increase additional motor vehicle traffic along Carling Avenue and surrounding Road Networks. As well, Carling Avenue in the upcoming decade will serve as an active transportation-prioritized corridor with integrated Bus Rapid Transit (BRT). The additional motor vehicles will play a key role in contributing to additional noise and air pollution, jeopardizing - air quality and the comfortable use of both outdoor and indoor space.

MITIGATION:

The City of Ottawa is scheduled to receive 74 out of 450 electric buses in Phase 1, (by 2023), and the remainder by 2027. It is recommended that the City designate a majority of these buses to the Carling Avenue BRT. Cleaner air and quieter streets was the City's Transit message (June 8th, 2021) and there is certainly a necessity to help reduce noise and pollution in our neighbourhoods and city. As well, the City of Ottawa and the Civic Hospital need to propose a plan/incentive that will reduce Auto/Driver rates, currently some of the highest in comparison with Toronto Hospitals. (Parson's Table 12).

ISSUE: Traffic Density - Transportation

IMPACT:

As noted by the CHNA's observation on the TIA (Transport & Impact Assessment), the charts do not provide an accurate reflection of the Turning Movement Count; see Peak Hour Diagram for the Carling Avenue/Intersections. They should not be used to support future traffic planning. They were isolated to one day only, 3 1/2 years ago. It is crucial to note that cyclist/pedestrian representation on this chart was low - owing perhaps to the fact that the report was done on March 21st, 2018 with a high temp of 3+ degrees, and a low of -9. As well, the City of Ottawa had received 7 days+ of snow in the 3 weeks prior. In other words, one day does not accurately reflect a pattern.

MITIGATION:

We recommend that traffic counts be provided in a summarized table form for all trip assignment data illustrated in WO No: 37624. (Parson's report for The Ottawa Hospital).

Transportation and impact assessments need to be done on a regular basis throughout the year (and seasonally) in order to provide an accurate movement count that would include cyclists and pedestrians. Updated reports need to be done before accurate planning can occur.

ISSUE: Neighbourhood Traffic Management**IMPACT:**

Botanica sits on the north-east side of Carling Avenue on Old Irving Place. On the south side is Maple Drive. This intersection has been designated as the entrance for Ambulatory/Emergency Vehicles as well as limited staff. This, we believe, will promote additional vehicle traffic onto Old Irving Place. It is unclear what other traffic will continue to use Maple Drive.

The study suggests no changes are needed to traffic restrictions already in place at this intersection. Although there are restrictions to deter shortcuts through Old Irving Place, they are not consistently followed. Vehicles often head northbound during restricted times, ignoring the posted signage. The posted speed limit of 30km/h is not followed and speeding vehicles are frequently encountered.

There are approximately 150 underground resident parking spaces as well as above ground parking spaces for residents, visitors and service vehicles entering and exiting Botanica. Directly across from the Botanica entrance/exit is a Civic Hospital Satellite Parking Lot used by the current campus. These 75 parking spaces have two access points, one on Carling Avenue and one on Old Irving Place directly opposite Botanica's access. This traffic alone during peak hours has created a congested and dangerous environment.

MITIGATION:

We recommend ensuring:

- that Old Irving Place remains a no-through southbound road, as configured;
- that expanded vehicular restrictions be considered once up-to-date traffic projections are available;
- that the speed signage of 30 km/h be moved closer to the intersection and supplemented by a Photo Radar or "Your Speed" Monitor on Old Irving Place to deter northbound speeding; and/or,
- that a speed bump at the south end of Old Irving Place near Carling Avenue be installed to slow speeding vehicles;
- that the intersection at Maple Drive/Carling Avenue have left-turning lights as collisions and near misses are already a problem.

ENVIRONMENTAL IMPACTS

ISSUE:

The preliminary Environmental Impact Statement completed by Parsons in May 2021 identified the Dow's Lake/Experimental Farm site as being in a moderately sensitive area from an environmental perspective, with further studies recommended to determine the potential impacts to the natural environment. These remain to be completed and it is unclear how these comply with Federal requirements for development on Crown land. It has been noted, as well, that Ottawa is once again building a hospital on a major fault line, albeit inactive. One must question the weight that was given to such a concern by engineers when evaluating the potential sites and how this will be mitigated.

IMPACTS:

The environmental impacts of the development are profound when one considers the massive scale of the project and the loss of over 50 acres of green space from the heart of the city, on the historic grounds of the Experimental Farm. The loss of in excess of 500 plus trees (recent reduced projection), including many distinctive trees, is confounding as we deal with global warming, pollution and, more recently, a global pandemic. The Farm was a respite for thousands in the city during the darkest days of Covid. While hard trade-offs must be made at times, it is believed that a viable alternative existed in a less sensitive area from an environmental perspective.

MITIGATION:

Absent a change in site location, we seek strong efforts to mitigate areas of greatest impact. Throughout the site we need to preserve as many mature trees as possible to maintain the integrity of the area, and to plant significant additional trees to compensate for those lost.

TREES

Numerous organizations, including CHNA, Friends of the Farms, Liveable Bayswater and other associations and individuals (including Councillor Shawn Menard), have prevailed on the City to minimize the removal of distinctive trees. We support this call and believe design plans should seek to work around mature and distinctive trees.

MAPLE DRIVE

It is imperative that supplemental trees be planted to preserve the beauty and recreational nature of Maple Drive for the numerous pedestrians, cyclists and visitors passing the historic buildings, ornamental shrubs and greenhouses. At present, a sparse single row of trees appears on site plans. Without sufficient trees, Maple Drive will be damaged irreparably by the least aesthetically pleasing views at the back of the development. Of course, the trees of the Farm add more than their beauty and, most importantly, are critical to mitigating air pollution and ever-increasing global warming and are home to numerous wildlife and species of birds. Design plans should also protect them from flying into glass/reflecting materials.

While significant new tree planting must be done, it will be 20 years or more before this has any appreciable impact. Plans should be developed to replace the maximum number of trees with careful consideration for biodiversity in the area, and the desperate need for trees to mitigate climate change.

ISSUE: TRILLIUM LINE

IMPACT:

The Trillium Line is in a hard-rock tunnel where drainage will not be helped by the non-porous surroundings and the potential for flooding exists. This is of particular concern as well as the fact that the rebuild plan does not get users to the door of the hospital and the funding to change this is said to be too great. Therefore, the plan relies on the LRT and an overhead walkway, approximately two and a half football fields in length, to get to the hospital.

MITIGATION:

Without funding to correct this, the associated risks raise serious questions on the suitability of the plan. We rely on the city to address serious flooding concerns regarding the LRT. At an absolute minimum, the overhead walkway would need to include an automated conveyer walkway, as used in airports to get people quickly between terminals and gates. Funding must be found or the plan remains seriously flawed, once again drawing criticism of the site location. A solution must be in place for hospital opening.

ISSUE: NOISE AND VIBRATIONS

We understand and support neighbouring residents as they seek to address environmental noise and vibrations near the site of the Trillium Line LRT as well as from other major sources of transportation noise on the busiest arteries around the development. Two major transportation roadways are cited in the preliminary Noise and Vibration Assessment, i.e. Carling Avenue and Prince of Wales Drive. Reference is made to noise levels from these sources exceeding criteria in the City's Environmental Control Guidelines (ENCG). The planned transformation of Carling Avenue into a central transportation hub will only serve to increase noise projections.

Projections for the back of the development on Maple Drive are also of considerable concern to Botanica's residents. The current placement of the Central Utility Plant (CUP) & Cooling Towers not only negatively impacts the visitor experience for viewing heritage buildings and the Farm, but it is too close to the only residents in the immediate area. This affects 113 residences in our mid-rise buildings and townhomes as well as private homes on Old Irving Place and Fairmont Avenue.

We fully understand and appreciate that ambulances, medical helicopters and other emergency vehicles are a critical part of any hospital. On this basis, however, the report notes that the noise emanating from them is not considered in the decibel counts under the City's Noise Control Guidelines (ENCG). Nonetheless, residents closest to the site will hear the additional decibels. Certainly Botanica residents and other single-family homes at the intersection of Maple Drive/Carling Avenue and Old Irving Place will be impacted by increased frequency and closest proximity. We currently hear ambulances approaching the hospital from the east but when Maple Drive becomes the access route residents will hear them coming from the west as well, potentially doubling the volume.

IMPACT:

Absent comprehensive studies, the environmental noise generated from the mechanical equipment (including a generator air-well) is unknown. Botanica is not a new build, and while new triple-ply windows were installed approximately four years ago, the hospital's main mechanical equipment could raise noise pollution levels in our homes. This will further converge with the transformation of Carling Avenue as a major transportation hub and all emergency vehicles using Maple Drive.

MITIGATION:

We recommend further study of the noise calculations for residences in the 400-600 metre radius of the hospital site. The preliminary assessment recommends a detailed noise study on surrounding noise-sensitive areas, including the hospital. We are its closest residential neighbour at Maple Dr /Old Irving Place / Bayswater Avenue together with single-family homes in the vicinity.

Noise control measures are mentioned in the Environmental Noise & Vibration Assessment for mechanical units such as silencers installed on equipment, selecting quieter equipment and noise screens. We recommend alternate placement of the CUP & Cooling Towers to a location away from any residential building, for example, closer to Prince of Wales where service and loading docks are to exist.

We would hope to benefit from the mitigation measures the City can introduce for noise-sensitive areas of the hospital. The report recommends mitigating noise from the helicopter landing pad (outdoor ambient noise level of 74 dB) by ensuring upgraded building facades with a minimum Sound Transmission Class of 34. Again, Botanica is not a new build. The proximity and increased emergency vehicle traffic will play a key role in contributing to additional noise, jeopardizing the use of our outdoor space and interior areas, particularly sleep areas, without some city mitigation measures.

HERITAGE

Overall observations of a historical nature:

The site plan misrepresents the area to be occupied by the hospital site in relation to earlier structures. The former location of the Carling Building (1969-2014) was well to the east of both Maple and Birch Drives, and its footprint was a small fraction of the proposed hospital site. It is incorrect to imply that the historical significance of the Central Experimental Farm has already been undermined by the earlier presence of the Carling Building. The plan also disregards the reality that the Farm's historic buildings exist in an historic landscape, and that the views of (and potentially, the uses of) certain buildings will be negatively altered.

ISSUE: BUILDINGS AND HISTORIC LANDSCAPES ALONG MAPLE DRIVE

Maple Drive (formerly Maple Avenue) has served as the north entrance of the Farm for over 120 years. We are told its buildings will be protected, and yet they will be greatly affected by the planned hospital construction. Its historic landscape will be altered beyond recognition.

IMPACT:

Public appreciation and enjoyment of this historic roadway will be eroded by the use of Maple Drive as an emergency vehicle route and by the construction of parking lots and utilities in place of greenery. It remains unclear whether and how the public will have safe access to and along Maple Drive from Carling Avenue up to the NCC Driveway. As well, along Maple Drive (between the intersection with Winding Lane and the rear of the William Saunders Building), the transformation of green space into parking lots and utility installations will spoil an historic landscape.

Specific historic buildings and landscapes that will be detrimentally affected include:

- **the Romanesque Revival style Dominion Observatory (1905)**, which is an Ottawa landmark. Its future use will be impacted by proximity to a towering hospital building and the use of Maple Drive as an emergency vehicle entry point.
- **the South Azimuth Building (1912)** is endangered by the emergency route. The plan states that it will be protected by a barrier that will partially obscure it from view. It may be threatened with demolition if there is a move towards straightening Maple to accommodate the speed of emergency traffic.
- **Building 12 (1904)**, historic Animal Laboratory and Forage Crops Building at Maple and Carling.
- **the Bee Building (1915)** near the corner of Maple Drive and Winding Lane.
- the former Poultry Building, #34 (1920) at what is currently the intersection of Maple and Birch Drive. Behind it is a collection of smaller poultry houses, one of which is currently being renovated for ceremonial use by First Nations.
- **the William Saunders Building (1936)**. Although the hospital site plan does not border the Saunders Building itself, it comes very close to the rear of the building and will greatly alter the setting of this important Collegiate Gothic structure. It is the national centre for collection, identification, and research on plants and fungi. Behind it lies a lovely hilly area that contains a collection of valuable heritage trees. Only the narrow strip which is still Farm property is shown as being preserved.

MITIGATION:

As the plan objectives are to include design excellence by respecting the historical, cultural and physical environment of the site, the following is recommended:

- Identify and develop mitigation measures to safeguard the historic buildings on site, sight lines and functionality of working buildings; we understand, for example, that some protective measures are needed for the telescopic functioning of the Observatory.
- Support the retention of the small but beautifully treed and hilly area directly east of the tennis courts, behind the William Saunders Building. The area contains many mature, healthy, historic trees of considerable size, including an ancient species--the Dawn Redwood--along with stately Eastern White Pine, Austrian Pine, White Oak, European Larch and others, deemed by the Tree Conservation Report to be in good to excellent condition.
- Reconsider the placement of the utility installations to a less obtrusive site.

ISSUE: OTHER BUILDINGS IN THE FARM'S CORE

Much of the Farm's core will lose its context in this historic landscape if the footprint of the new hospital encroaches as closely as indicated on the site plan.

IMPACT:

Examples include:

- **Observatory House (1910)** on the eastern edge of the Observatory, home to Natural Resources Canada's Circle of Nations, 'a learning centre for First Nations, Inuit, and Métis people.' It is at a distance from Maple Drive, but will be affected by the close proximity of the hospital site looming behind it.
- The site plan shows that most of Birch Drive will disappear as we know it, along with most of the landscape stretching towards the east. Heritage House #60 (1889), which stands near the corner of Birch and the Driveway, will be affected by the loss of much of the treed area to its north.

MITIGATION:

As with all of the areas mentioned above, a reduction in the footprint of the new hospital could allow the preservation of far more green landscape surrounding the Farm's heritage buildings. It would be of great benefit to the hospital, the community and the nation if the new construction were sensitively integrated into this preserved National Historic Site.

PEDESTRIAN/BICYCLE PROTECTIONS

Members of the Botanica mid-rise units and residents of adjoining streets in the Civic Hospital neighbourhood routinely enter the Experimental Farm at the Maple Drive/Carling Avenue intersection where there are traffic lights. Residents of the eastern townhouse portion of Botanica regularly enter the paths at Queen Juliana Park from the Sherwood Drive traffic lights, thus avoiding the dangerously narrow sidewalks along the steep incline on Carling Avenue (east of the Maple Drive/Carling Avenue intersection). These two locations are also the only safe accesses to eastbound bus routes along Carling Avenue.

We fully support the thoughtful and detailed critiques made by neighbouring Community Associations regarding overall pedestrian/bicycle access to the hospital, to connecting commuter paths and to the Experimental Farm.

ISSUE:

Maple Drive and Carling Avenue will be the ambulance/emergency vehicle entrance.

IMPACT:

We presume that this entrance will continue to be used by regular vehicles, cyclists and pedestrians. It is a dangerous intersection already, especially in winter. There are very poor sight-lines for left-turning vehicles, and increased traffic here will create an even more dangerous interface between vehicular traffic and pedestrians.

Of particular concern is the pedestrian/bicycle access to the heritage areas and bike paths of the Experimental Farm and Dow's Lake. This increased vehicular traffic at the Maple Drive /Carling Avenue intersection will effectively make pedestrian/cycle access to the Farm from communities on the north side of Carling Avenue more difficult. It will also make left-hand turns at that intersection increasingly dangerous for Carling Avenue westbound vehicles turning left onto Maple Avenue and Carling Avenue eastbound vehicles turning left onto Old Irving Place, the entrance to Botanica and other family homes.

MITIGATION:

Safe pedestrian/bicycle access must be maintained at this location entering the Farm, as well as safe and easy access to residences on Old Irving Place. At the very least, a left-hand turn light must be installed here before construction begins.

More thought overall should be given to such pedestrian /bicycle use as the city strives to change transit modes. This is an opportunity not just to mitigate new problems arriving from increased traffic at the site, but also to be creative in correcting existing ones. Providing an alternative to the very dangerous sidewalk along the Carling Avenue steep incline is one of these opportunities.

Perhaps a new bicycle/pedestrian pathway could be created on the North side of the new Civic Hospital, providing a safe and easy bypass along the Carling Avenue incline. This pathway could extend for cyclists and pedestrians to link with Winding Lane.

Overall foot and bicycle traffic must be given safe, easy access to the rest of the Farm, to existing paths and bicycle lanes, and to public transportation. Consideration must also be given to maintaining these safely over the winter months.

ISSUE:
Sherwood Drive and Carling Avenue

IMPACT:
The same considerations as above apply to pedestrians and cyclists at this intersection with Carling Avenue. Here too there are repercussions for the safe access of community members to the eastbound public transit on Carling Avenue, access to the Farm and the Rideau Canal. This intersection is increasingly accessed by bicycle commuters which the city has long touted as central to its planning.

MITIGATION:
Consideration must be given for pedestrians and cyclists at this location – the only place one can safely cross at a stoplight after the Maple Drive/Carling Avenue intersection. A dedicated, widened, safe, and accessible pathway for cyclists and pedestrians (in all seasons) needs to be designed.

FUTURE DEVELOPMENT

ISSUE: ARCHITECTURAL EXCELLENCE

As the city is acutely aware, there has been much controversy in recent years on the architectural aesthetics of major projects. Citizens have been very vocal about creating architecture that is befitting of a nation's Capital city for years to come while respecting the historical nature of many areas. Converging modern and old has been a challenge. This new Civic Hospital build will be particularly challenging as an institutional campus on historic land with multiple historic buildings and on the perimeter of our only UNESCO site.

MITIGATION:

Concrete parking garages, surface parking, numerous buildings, including three towers are planned on-site close to Dow's Lake, scenic Maple Drive, and the Queen Elizabeth Parkway. Certainly parking garages by nature do not tend to be pictures of architectural beauty and towers on the south corner of Carling are less than desirable for full views of Dow's Lake. We trust that city planners will seek to reduce the number of buildings that are not hospital specific, promote architectural excellence and mitigate the visual impacts of a multi-level garage, which should be underground.

ISSUE: EXPANSION

There is little question that, over time, all hospitals expand beyond what was originally envisaged, as demand grows. This is of particular concern given the fact that the historic Experimental Farm is already amputating over 50 acres of green space and removing hundreds of mature trees. Once lost, it will be gone forever. While everyone supports the building of a world-class hospital, the nation's Capital must also set an example of the lengths that our leaders will go to protect the natural environment. We are losing a precarious battle dealing with climate change.

MITIGATION:

We can only encourage the supplemental planting of hundreds of trees which will take time to grow. It is difficult to conceive that it will ever be possible to find space for another park in the heart of the city.

ISSUE: OTHER DEVELOPMENT

The Transportation and Mobility Study makes reference to twelve (12) residential/dwelling/mixed use developments already planned on the north side of Carling Avenue across from the hospital development, totalling 4,565 units. Others are anticipated. Ratios of parking to residents are always overly optimistic. Botanica has approximately 150 underground parking spaces plus above-ground parking for 113 units. While we understand that new builds rely more heavily on alternate modes of transit, projections consistently underestimate parking demands, resulting in overflows throughout surrounding neighbourhoods.

MITIGATION NEEDED:

Consideration must be given to why we are so densely populating with skyscrapers in a single location when recent trends suggest greater movements from urban to suburban centres. The recent pandemic suggests that municipal planners should be exploring alternatives. A better distribution across the city would seem advisable. This would further assist with the considerable traffic and parking concerns in and around the hospital development.

Further, very little is known about the three towers referred to as Carling Village (the Carling Avenue and Preston Street location southwest side). Specifics are needed for ratio of office, retail and other mixed use for the towers. As parking will already be insufficient, it is unclear where these new tenants/customers/employees will park. No development other than the hospital itself and research buildings appeared in the original plan. Could these not be located off-site? In addition to the blight of a parking garage, these additional buildings on the perimeter of our only UNESCO site jeopardize the views and aesthetics of beautiful Dow's Lake.

The Research Quadrant of the new hospital complex is currently scheduled for Phase 6. While we anticipate further detailed information as phases develop, it is worth flagging the need that plans are made for proper venting/exhaust, as this building is very close to the townhomes on Bayswater Avenue as well as the various small businesses across from the quadrant.

IMPACT:

The following also need to be considered under our Environmental section

Laboratories deal with biological and chemical contaminants that could be harmful to neighbouring wildlife and communities. The following questions arise:

What measures are anticipated to protect residents from any spills/contamination?

Will the exhaust mitigation strategy for these contaminants be sufficient to protect neighbouring buildings?

Has any consideration been given to the proximity of the vents to Dow's Lake?

Can there be assurance that water soluble chemicals will not leech into the water source?

When considering the dispersion of volatile organic compounds into the environment, was the microclimate created by the densely forested Arboretum taken into account?

The North Tower of the hospital currently is planned to have seven (7) stories but a comment was made that there is an opportunity for future vertical expansion (Parsons Design Brief and Planning Rationale). Again this is very concerning given the increased load for parking and greater impacts on the environment. A true scale model of the entire undertaking is needed to clearly understand the magnitude of the overall campus.

This concludes the concerns of a significant number of Botanica residents for consideration alongside the fulsome submissions already provided by other neighbourhood associations.